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- The Marsew-Katowice (Stallingred) railroad line has been electrified as far as Skiernie wice railroad station, Work on the electrification of the overhead line was under way as far as the Koluszki railroad station. Source learned from a railroadman at the Koluszki railroad station that this station was scheduled to be enlarged. Source himself saw construction work and noticed the laying of subsidiary tracks. About 20 tracks were counted in the station area. The Koluszki railroad station was allegedly scheduled to be transformed into a large railroad junction. A roadbed wide enough to carry two tracks was being built from Koluszki toward the east. The new line reportedly was to link Koluszki and Lukow. Work on the improvement of the Lodz-Kaliska and Skierniewice railroad stationswas under way.
  - Construction work on the Warsaw-Brest Intouch railroad line has been resumed after the termination of winter weather. However, construction work and made slew progress so here Only one bridge was completed in the Melassevice Terespol sector; two tracks have been constructed as far as the second bridge. On the right hand side of the two tracks, seen in the direction of Terespol, there was space for two additional bracks, then followed 10 more standard-gauge tracks. Source believed that two Soviet-gauge tracks are scheduled to be constructed in the space between the groups of 2 and 10 tracks, German brigads personnel believed that their missions would terminate at Malassevice after completion of the line.
  - 3. Source furnished the following information on the status of the transit line:
    - a. Rails in the Frankfurt/Oder Minsk Mazowiecki line section have been laid on wooden ties and broken stone ballast was used. Between Minsk Mazowiecki and Malaszewice the line has wooden ties laid on gravel ballast. Between Melaszewice and the Fug River, the standard-gauge line consists of wooden hies and broken stone ballast, while the Soviet-gauge track has gravel ballast. No welded rails were seen. There were indications that the gravel ballast still in use on the line is to be replaced by broken stone ballast.
    - b. The forman-Fromow railroad maintenance base was equipped with three groups of tracks. The ventorn group had two through-tracks and eight other tracks; the middle group three through-tracks and a total of 31 other tracks; while the eastern group had two through-tracks beside 24 other tracks. The Warsaw-East maintenance base was equipped with two through-tracks and a total of 25 other tracks. At Kutno, source observed an engine house with 30 stalls.

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1, 25X1 2, 25X1	Comment. The intended electrification of the Warsaw-was known previously. Also other sources reported that eleresumed on this line between Warsaw and Skierniewice. Accreports, the relling stock for electric railroad operations Parstwows Fabryka Wagonow (railroad car factory) (PAFAWAG) the Linke-Hofmann Railroad Car Works at Lauchhammer. Electro be storted as far as Czestochowa in the spring of 1956.  Comment. Information on the construction of a souther from Warsaw to Lukow on the Warsaw - Brest Litowsk railroad	etric operations had ording to credible put is being built at the in Breslau, formerly ric operations are so reallroad bypass exed line,	been ress ne wheduled attending
	was transmitted previously. According to available information nate at Skierniewice and to run to Lukow via Warka-Garwolin of view, this course appears plausible. The information the built between Koluszki and Lukow requires confirmation	n. From a technical pat a new railroad lin	oint

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